

## New Haven System's Giant Lines Crippled By Terrific Storm

(Continued from Page One.)  
New Haven to feel the way out of difficulties.

When the announcement was made, the crowd in the station sent up a cheer, though most of them were disconsolate expressions. Travelers, men, Elks here to attend the anniversary dinner, and others were most grateful for the consideration and judgment utilized by the stationmaster in this time when all railroad precedent was violated by the unexpected happening.

Never before in the history of the road, it is said today, have signals been out of operation. Old methods of dispatching from station to station, were not even possible, taking conductors back beyond the 40's in the renewal of dispatching methods.

It was with great difficulty that an engineer was found in Bridgeport who could run a passenger train over the division to New Haven. While the engineers' ability were fairly capable of taking trains to Norwalk, Danbury and Waterbury, hours elapsed before the special could proceed to New Haven. Although some passengers were compelled to stand in the baggage car, coach, little grumbling was heard. This train pulled out "somewhere near noon," according to officials.

A few through trains from Boston and "somewhere along the line" pulled through the local station today. Their occupants might be seen standing up in the Pullmans, much like caged animals who were cooped in and wanted to get out. All along the line they said they had stopped in culverts and at stations.

How serious the tie-up at Norwalk was, none in railroad officialdom here could tell. All they knew was that the road was blocked in that section and that engineers had instructions to feel their way along and keep lookouts posted in the rear when stops were made.

Stories of extreme bravery upon the part of guards stationed behind in the blinding snow storms are expected as traffic begins to clear.

All electrical current was taken off the lines between New York and Boston at 11 o'clock last night and steam service was substituted, which is taken to mean that the electrification of the New Haven line is practically a failure in time of extreme storm.

What freight conditions will result from the storm is beyond prophecy on the part of railroad officials today. It is known that conditions before the storm were acute. The present weather conditions will mean little unloading from bulk trucks here and tie-up of thousands of through and local freight cars at all terminals of the road. Factories here will begin to suffer by Thursday, and Friday and Saturday are expected to be agonizing days as contractors and firms seek freight that is needed, but not here.

Although an army of laborers was at work along the New Haven line, conditions were still badly complicated all forenoon, the Bay State Limited, due to leave New York for Boston at 10 a. m., was annulled, but it was announced that the 5 p. m. Merchants Limited, due to leave New York for Boston, would run. Howard Elliott, president of the New Haven, issued a statement today summarizing the storm's effects:

"The storm seemed to be most severe between New Rochelle and Stamford, or 20 to 25 miles along the main line of the New Haven road," said Mr. Elliott. "Here nearly all the telegraph and telephone poles were blown down so that it is difficult to have any communication between New York, New Haven and intermediate points. The telephone line for the electric current and control wires are down and either burned out or broken in five places. Such a failure as this has never occurred before. Signal wires at many points between New York and New Haven are gone and signals are out of service, thus requiring trains to move very slowly, stopping frequently so as to avoid any risk of accident."

"Between New Haven and Boston the storm does not seem to have been quite so bad, and that line is more nearly in a normal condition. The route via the Poughkeepsie bridge received more heavy snow than some other parts of the territory, being 14 to 15 inches on a level with drifts five to ten feet deep. With the limited communication between the rest of the New Haven territory it is thought that Springfield and New Haven conditions are fair and that the Berkshire division is in fair shape but under very heavy snow."

"So far as known at the present time all passenger trains were brought safely into terminals except possibly one train, which was stalled in the snow near Winsted, Conn. The passengers were not injured."

"There were no casualties on any of the steamer lines of the New England Steamship Co."

## Fire Chief and Driver Near Death When Pole Falls Upon Their Car

(Continued from Page One.)  
alarm telegraph in replacing broken circuits in the alarm system. In the center section, North and South Main streets and Black Rock districts where the fire alarm telegraph wires are underground there were all in working order but in most other sections of the city the alarm system was literally torn out of business.

Falling wires, hanging with the wires of the alarm system caused frequent stray strokes of the bells in the various houses.

President John A. Leonard of the fire board estimated today that he would advise his board to ask the board of apportionment for \$25,000 next year in order that all the wires of the fire alarm system might be placed underground.

**WANTED.**—Toolmakers, machinists and lathe hands, 8 hour shop, high wages; good chance for men looking for an opportunity to get in with a small growing concern. Black Rock Mfg. Co., foot Hancock St. T144

**LECTURE.**—On "The American Newspaper," by Edward Morrison, editor many years. Citizen building, 1035 Main street, tonight, 8 p. m.

## BRIDGEPORT TELEPHONE LINES WORST HIT IN STATE AS WIRES OF 1,000 STATIONS ARE INERT

The Southern New England Telephone Co. suffered heavily in the storm of last night at Bridgeport, which was the hardest hit exchange in the state. Manager W. W. Knight reported today that about 40 per cent. of the toll lines were destroyed and about 10 per cent. of the local subscribers were affected. One thousand stations were put out of commission.

It will be several days before normal conditions are restored and little can be done today for the accommodation of subscribers because of damage to conditions that must first be remedied. These conditions are the severing of telephones which are charged feed wires of the illuminating and traction companies, falling poles and toll line wires, that keep Bridgeport and the rest of New England from communication with the outside world.

The first serious trouble began at about 6 o'clock last night when ice began to coat on small wires of little tensile strength. These broke. On Main street, near Grand, a number of poles were carried into the street at 10 o'clock, narrowly missing pedestrians and automobiles.

These were wires of the American Telephone & Telegraph Co. communicating with Danbury, Derby and New York, and service with these points was greatly crippled. Later all wires into Danbury, Derby and points up country were destroyed.

## UNITED STATES DESTROYER AND SOUND STEAMERS RUSH TO SEEK HAVEN IN BRIDGEPORT HARBOR

Storms signals flying along the coast and special instructions from Washington to keep all shipping in port yesterday and today saved many vessels from possible danger.

The Park City scheduled to leave this port yesterday afternoon got as far as the "bug" light, when Captain Charles H. Tooker, a veteran seaman with 30 years of experience at his command, swung his helm hard about and the little steamer took a graceful sweep about and again docked at the foot of Stratford avenue after a 20-minute voyage. Passengers were refunded their money and many sought sleeping quarters in local hotels. Others less fortunate in financial conditions were provided with bedding in the cabins of the Park City and six women and children spent a night sleeping on the divans. Their trip was resumed early today.

Captain Tooker reported that extreme snow-fall and darkness were too risky with a high wind blowing to make the narrow entrance to Port Jefferson harbor and danger to the little New England steamer was too great to continue the trip yesterday.

The steamer Seaboard of the Merchants' line, due here this morning, reporting that she was cautioned not to leave New York.

The steamer City of Fall River of the New England Navigation Co. arrived shortly after 9 o'clock.

The U. S. S. Torpedo Boat Destroyer Albatross, one of the newly launched boats, which was detached from New York yesterday with orders to proceed to Bridgeport for boiler valves furnished by the Consolidated Valve Co., arrived off Bridgeport light late last night, having suffered a most severe trip. Lieut. Commander J. C. Freese reported that the valves were not damaged.

## Courts Unable to Find Men to Clear Drifts

(Continued from Page One.)

In most places in the center of the city, gutters were filled with water ankle deep due to the melted snow and slush. At some places planks were used as bridges. Few trees were reported down but many limbs fell. A tree was down in Madison street and another in Maple street were reported to the director today but neither was in position to obstruct traffic and their falling did slight damage.

Many fallen wires impeded traffic. The director's men were obliged to remove them. Keeper Keegan of Seaside park reported that no trees had fallen there but that many branches were torn down. Mr. Keegan said the trees in their coating of ice and snow made the park look like fairyland this morning. Three trees were reported as having been blown down at Beardsley park and many branches fell. No damage was done in Washington park.

All through the West End wires were down. A telephone wire fell last night just as the crowd was leaving the Casino in State street after witnessing the boxing match there. Shortly afterward a huge sign over the entrance was blown down from its fastenings, but no one was injured. Falling wires in Main street tore down part of the sign of the Woolworth store, smashed the plate glass windows and so damaged the extreme south entrance that the management closed it today.

Director Courts was unable to give any estimate today of the damage to city property. He, with several of his assistants were up all night moving about from place to place and he said the electrical company was charged with placing against each other and the flames reflected in the snow was the most magnificent he had ever seen.

The Connecticut Co. had its snow plow working all night and cleared a path in its tracks, a circumstance of which many jitney bus drivers took advantage to ply their trade.

**Policeman's Wife  
Falls Off Train  
And Arm is Broken**  
Mrs. Peter A. Campana, wife of the policeman of that name, fell off a train at the railroad station and her right arm was fractured this afternoon. She was treated at the Emergency hospital.

Where there breaks are is not now known, but crews were sent out early today from both ends of the lines in all directions to make repairs.

Telegraph poles from Housatonic avenue to the city line also went down last night and generally throughout the city, poles and wires came into the streets, sometimes causing slight fires but generally creating no damage except to public service corporations.

The Southern New England Telephone Co. issued a statement to the effect that the storm had interfered greatly with its local and trunk lines both in Connecticut and in an area approximately 50 miles wide, extending along the shore line from Guilford across the state in a north westerly direction.

So far as reported, the statement says: "The company had between 300 and 400 poles down and its exchanges at Manchester, Rockville, Stamford, Chatham and Orange are isolated through breaks in trunk lines. Of the larger exchanges, Bridgeport has suffered most, having approximately 1,000 stations out of service, with New Haven next with 400, while Hartford and Waterbury escape without serious interruption of service."

The work of repairing is being pushed energetically, the statement says, and it is thought that within a week conditions will be normal.

## DANGER LURKS IN FALLEN WIRES IN NORTH BRIDGEPORT

Policemen Stationed at  
Street Intersections Pilot  
Pedestrians Home.

Grand street, from Main street to North Washington avenue, was a mass of tangled wires last night, a dozen telephone poles and cross-arms breaking off under the load of wet snow. A number of the crew told of the high seas and story conditions when landing here today. The destroyer wallowed deep in the seas touching her yard arms as she rolled. No one was permitted on deck during the trip that was cautiously made.

The outer harbor is filled with tugs and barges which will not proceed today. The tug Salutation, Capt. Snow, New York to New Haven, arrived yesterday with eight barges. The tug Hockendaufer, Capt. Willmot, New York to New Haven, arrived in port yesterday, stormbound with eight barges. The tug D. S. Arnold, Capt. Kelly, New York to New London, arrived yesterday with four tows. The tug Bully, from New London to New York, arrived yesterday with three barges.

Captains who have observed weather conditions outside today say that a heavy sea is running with a high northwest wind that will make navigation next to impossible for anything but steamships.

The passenger steamer Providence, from Fall River, due to pass this port during the night was sighted off Seaside park at 9 o'clock this morning, proceeding slowly. The Fall River boats were also sighted today being greatly delayed.

At the Stratford avenue bridge, employees of Cabot, Rollins & Holbrook reported that the snow had not handicapped their work which would proceed today as usual.

Smaller restaurants were unable to get any supply and larger restaurants were short on the fresh product and were compelled to resort to condensed milk.

At the Remington Arms & Ammunition Co., where 2,000 bottles are delivered daily at noontime, forming the liquid part of many noonday meals, there was a sizable shortage and coffee was resorted to as a substitute.

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## MILK DRINKERS HERE HARD HIT; FORCED TO TAKE TO SUBSTITUTES

Restaurants in this city suffered greatly today through lack of supplies and particularly milk, very little of which came into Bridgeport today. Thousands of gallons daily are received over the Housatonic and Berkshire divisions of the New Haven. None had come into the city since yesterday.

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## Jitneys Bring East Siders Home in Storm

A number of jitneys on the Barnum avenue, State street line braved the storm and succeeded in getting East Siders to and from the center of the city much more quickly than the trolley cars. A little after 6 o'clock last night several trolley cars stalled near Washington park.

## Jason Haines' Trial Postponed Two Months

The trial of Jason Haines, the Trumbull farmer charged with the murder of his wife, has been postponed until the February term of the criminal superior court because of pressure of other legal business.

Judge Curtis ordered an adjournment of court until tomorrow morning when he found that only seven of a panel of 30 jurors had been able to reach this city from surrounding towns.

## Colt Divorce Case Postponed Because Storm Hinders Train

Owing to the fact that no trains arrived from New York this morning it was necessary to postpone the trial of the contested divorce suit brought by Elizabeth B. Colt of Ridgefield against Attorney Harris Dunsmuir Colt of New York. Mrs. Colt and several witnesses were on hand. Judge Case announced that an adjournment would be taken until 2 this afternoon.

## HUGE TRUCK SMASHES LITTLE AUTO IN STORM

Blinded by the falling snow Napoleon Leiby, of 43 Gregory street, drove one of Rickards' auto trucks into a Ford automobile driven by A. B. Murray of 351 Clinton avenue at Gold and Middle streets about 6:30 last night. None of the occupants of the automobile were injured but the front axle and both front wheels of the smaller machine were smashed. Leiby reported the accident to the police and was not held.

## FIRST MRS. HEFT SCORES IN SUIT FOR ALLOWANCE

Defense Loses Motion That  
She Be Compelled to File  
More Information.

Frances Helene Heft of Mauch Chunk, Pa., who claims the late Col. N. H. Heft of this city concealed from her the real value of his estate, won a preliminary victory in the superior court this morning when Judge Case denied a motion by counsel for the Heft estate asking that Mrs. Heft be compelled to file a more specific statement.

Lawyers for the estate wanted Mrs. Heft to supply details as to whether Col. Heft perjured himself when he concealed the value of his estate and what articles of his personal property he concealed. Arguments on this motion were made last Friday before Judge Case.

Frances Helen Heft alleged that when she obtained a divorce from Col. Heft in January, 1903, he did not have friendly feeling for her and for that reason gave the value of his estate as \$100,000. She was given \$20,000. She said the estate was worth \$500,000 and her alimony should have been about \$150,000. An inventory in the probate court there last July showed the value of the estate at about \$300,000. Mrs. Heft wants the court to modify the divorce decree. The present action is brought against Mary M. Heft of this city and George S. Heft of New York.

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## HOWLAND'S

Entrances in Main street, Fairfield avenue and Cannon street.

Bridgeport, Conn.

Tuesday, December 14, 1915

The Weather—Fair tonight and Wednesday; colder tonight.

Christmas Club checks will be promptly and cheerfully cashed at the main office on the second floor. If you are making a purchase and wish to cash such a check, simply give it to the salesman.

## Joydays packed full of pleasure.



Every day, from now till Christmas is but a memory, will be a joy-day—if we but make it so.

The real old-timey Christmas spirit is abroad in Bridgeport. Let's all get inspiration from it. Let's make our Christmas preparations with a merry smile and a happy heart. Let us all be little children once more with little children's delight in choosing and in giving.

With ready hands and jolly smile and eager heart, the store is ready to help.

## Is Father fooling you?

Is he saying that he doesn't want anything for Christmas? Is he telling you that Christmas is only for the youngsters?

Don't you believe him—not for a minute! He doesn't mean it at all. Christmas is for him too; and he counts on it just as much as anybody else.

To be sure; he wants to buy his own cigars! And he doesn't care for a silver hairbrush or a hand-painted necktie! But there are a lot of things he does care for. For example, it is safe always to give Father

Traveling-bag  
Bath-robe  
Gloves  
Muffler

House-coat  
Slippers  
Quiet necktie  
Shirts

Some newly-arrived Yorke shirts will hit the nail on the head. Smart new stripes in black or in colors combined with black. Fine woven madras of splendid texture; with either stiff or soft cuffs.

Though we can see no difference between them and the regular \$1.50 Yorkes, we bought 'em for less. And so price is

\$1.15

Right of Main street door.

## A hint of gloves.

Fine soft but durable mocha gloves for women are rich deep gray in color. Pliable, good fitting, handsome. \$1.50.

Women's lined gloves of reindeer guarantee complete comfort when motoring or skating. Lining is fine fur. \$5.

Girls' gloves of fine lamb-skin are lined with fleeced fabric. Rich tan shades, fit more smoothly than most lined gloves—\$1.

Center aisle, rear.  
Handkerchiefs  
are a flutter.

Lovely sheer 'kerchiefs of linen are embroidered in the corner with designs of many sorts but all of beauty. They are notably fine in quality and in embroidery. 50c.

Embroidered linen 'kerchiefs with either large or small patterns in corner—25c.

Men's good linen 'kerchiefs are embroidered with an initial in plain block pattern in corner. 12½c.

Nice initial 'kerchiefs for women are of linen and have the initial in center of a wreath. 12½c.

Center aisle, rear.  
Good umbrellas  
at \$2 and \$2.50.

For men in almost as many styles of handle as for women. At \$2—Firm rainproof cover, good-looking handle, stout frame.

At \$2.50—Special folding umbrella which may be packed in a handbag when traveling.

Center aisle, rear.  
Raincape for  
little schoolgirl.

Whether it snows or rains or hails, journey to school is safely and dryly made by little girl in a raincape.

Button closely from neck. Turn rain and chill breeze both aside.

With each cape, a bag for school-books. Red, brown and blue, sizes 6 to 14.—\$2.95 and \$3.50.

Second floor.  
Smart bathrobes  
for girls.

Distinctive Indian patterns, just like those for grownups, glow and gleam among the holiday bathrobes for girls. And there are plaids! And some with animals! And some with flowers.

There are light blues as well as navy blues, brown and copenhagen and tan and red.

Every size from Tiny-Tads' up to 16.

Price, according to size and sort,—\$1 to \$2.50.

Second floor.  
Fragrant tea  
for old friend.

Howco tea carries a message of cheer every day in the year.

In its special holiday canister, the fancy Orange Pekoe is a welcome messenger. 'Twill truly be the cheering cup, when Howco is the brew.

Canisters that will serve for permanent caddies, in holiday wrapping, ready for sending far or near.

Sizes from ¼ lb at 35c to 1½ lb at \$2.25.

Front basement.  
Try a game  
in Toyland.

If you'd know how much fun can be had from Going A-Hunting, try a game in Toyland.

Maybe the gun is only wood—But it's some trick to get the game just the same. 50c.

Grand Auto Race is a game to be played by two or three or four folks. The struggle to win on the track makes every contestant eager. 50c.

Simplex typewriter is more than a toy. With it, boys and girls may write letters. Those letters will be clear and easily read. \$1 to \$4.

Third floor.

Charming neckwear now at 25c to \$2.50.

A pretty little collar of organdy or Swiss or net is but 25 cents! Some are combined with Oriental lace and have exceptionally smart air.

Vestees of organdy are either plain or embroidered. They are tucked and trimmed with buttons, are either high or low neck. 50c.

Fine vestees are oforgette crepe and net and organdy. On some of these Val lace is used. Some are tucked and many are finely hemstitched. \$1 to \$2.50.

Net gimpes have sleeves of shadow lace, gimpes of Oriental lace have either high or low neck. In special boxes—\$1.

Black satin collars have jaunty ears lined with flesh or white satin. Some are trimmed with fur, some are ruffled! What a variety of styles! 50c to \$1.50.

Handsome motor scarfs of crepe de chine are either solid color or in flowered patterns. \$1.50 and \$2.

Gold and silver vie with colors among the crepe de chine ties in both bow and string patterns. And such a delightful lot of colors! 25c.

Main floor, front.